

Intimations.

G. FALCONER & CO., LTD.,
WATCH-MAKERS, JEWELLERS AND OPTICIANS.
GOLD WATCH BRACELETS.
BROOCHES, RINGS AND PENDANTS

— IN —
GOLD AND PLATINUM SETTINGS.

Inspection Invited.

HOTEL MANSIONS: OPPOSITE NEW POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1908.

MEE CHEUNG & CO.,
ART PHOTOGRAPHER, ICE HOUSE LANE

SPECIALIST IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs.
CAMERAS FOR HIRE.

WING ON CO.,

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.

HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crockery, Glass and
China Ware, Furniture, Watches & Clocks

The Cheapness and quality of their Goods have no equal
169-213, DES VOUX ROAD CENTRAL.
107 & 108, CONNAUGHT ROAD CENTRAL (Trans. past the Door)
Telephone 189.

Hongkong, August 15, 1910

J. ULLMANN & CO.

CORNER OF FLOWER STREET.

Jewellers, Watchmakers and Opticians.

CHINESE AND JADE JEWELLERY.

SOUVENIR SPOONS
A SPECIALITY.

MATHEUS MUELLER

'BRAND EXTRA'
SPECIAL CHAMPAGNE

Purveyors to H. I. M. the Emperor of Germany and
14 other REIGNING houses.

A. C. MEUKOW & Co.
COGNAC CHARENTAIS.

FINE CHAMPAGNE BRANDY.
GRANDE CHAMPAGNE BRANDY 1858.
GRANDE CHAMPAGNE BRANDY 1842.

As Supplied to

NORDD. LLOYD, HAMBURG-AMERIKA LINE, MES-
SAGERIES MARITIMES, LEVANTE LINE, SHIRE
LINE, KOSMOS LINE & CITIZEN LINE of Steamers
and others. At many highly important Banquets it is
the only brandy served.

BERBLINGER & CO,
15, 16 & 17, Connaught Road.

Telephone No. 427.

Hongkong, May 5, 1908

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, YO-
SHINOTANI, HOJO, KAWADA,
NAMAZUTA, SAYO, SHINNEW
and KAMİYAMADA Collieries.

AGENTS for KISHIDAKE & SAKIYO
COALS.

HEAD OFFICE:—TOKYO.

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Nagasaki, Moji, Karatsu,
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TYL. ADDRESSES for above:—IWASAKI
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AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &
Co.

MANILA: Messrs Macandray &
Co.

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Ltd.

For particulars, apply to

Y. SHIBUYA,
Manager,
No. 2, PATERA STREET,
HONGKONG.

CHINESE IMPERIAL GOVERNMENT

SILVER LOAN OF 1880, E.

51st HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS
of this Loan will be payable at the
Office of the Corporation on and after the
31st March, 1912.

List of these Bonds can be obtained on
application to the Undersigned.

For the HONGKONG & SHANGHAI
BANKING CORPORATION,
Agents issuing the Loan,
N. J. STABB,
Chief Manager.

Hongkong, March 30, 1912.

BEACONSFIELD

WILL be converted into a FIRST
CLASS BOARDING HOUSE,
with large Dining Room, Thirty Bedrooms
and Eighteen Bathrooms. Plans to be
seen at our Office.

Apply to

LINSTEAD & DAVIS,
Aldersgate Buildings.

Hongkong, March 20, 1912.

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD
HOTEL" Launch can be hired
for PICNIC PARTIES by the Hour
or Day.

For terms apply to the MANAGER,
H. HAYNES.

Hongkong, March 1, 1912.

NORTH BRITISH & MERCANTILE
INSURANCE CO.

WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1910,
£21,262,633.

— Authorized Capital £2,000,000

Subscribed Capital £3,814,845

— Paid-up Capital £1,687,997 5 0

— Fire Funds £3,842,215 4 2

— Life & Annuity Funds £15,445,125 9 7

Sinking Fund Account 97,355 18 8

£21,262,633 17 8

Revenue Fire Branch 2,373,289 17 7

Life & Annuity 1,961,631 9 2

Branches 643,814 10 6

Other Receipts 24,971,215 17 5

The Accumulated Funds of the Fire and
Life Departments are free from Liability in
respect of each other.

JHEWAN, TOMES & CO.,
Agents.

THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES & CO.,
GENERAL MANAGERS, HONGKONG.

J. T. HAMILTON, GENERAL MANAGER
FOR THE EAST, TOKYO.

New Insurance Paid for £25,687,600

Outstanding Insurance amounts £222,653,220

Assets amount to £1,014,038,655

Surplus amounts to £1,728,703

Dividends to Policyholders

1910 10,575,157

Total paid Policyholders 1910 53,439,300

Total Expenses for 1910 10,332,032

Gross earnings from Interest

and Rents for 1910 21,616,528

Gross rate of Income from

Investments 1910 4.4%

Hongkong, Feb. 22, 1912.

The Ship of the
Desert is no
less famous than

Bouton Rouge
and
Felucca
EGYPTIAN
CIGARETTES



OIL FOR THE NAVY.

(From the Standard Naval
Correspondent.)

In the opinion of naval officers qualified to judge, one effect of the coal strike has been to bring the motor battleship within the range of practical politics in a way which nothing else could have done. For this reason of the strike leaders are partially responsible. Until the strike actually occurred there was a general feeling in the Navy that the purchase of one or two Welsh collieries by the Admiralty would render the Fleet independent of industrial upheavals such as the present.

The speeches of one or two Labour leaders who have openly boasted that one of the first effects of the strike would be a nationalisation of coal mines, in order to keep the Navy going, have produced a result other than that anticipated by them. Nothing now will ever make the Navy trust a Welsh colliery. There is no more conservative institution in the world than the Navy, and motor battleships have in the past been looked upon with general disfavour, on much the same principle that steam was objected to many years ago. The British Navy does not love innovations, and objection to change has hitherto stood in the way of progressive ideas; just as it stood against the water-tube boiler and the turbine.

To-day all this is changed. From the speeches of leaders it is amply clear that their idea of Admiralty collieries is merely a means for forcing the pace at the expense of the State, and incidentally also at the expense of the Fleet. A realisation of this has made more disciples for a motor warship in two days than two years' argument could possibly have done. Every believer in efficiency is now convinced that the safe course lies in a Navy of the future with ships independent of coal altogether. In other words, the Welsh collieries have made themselves a dying industry, and played into the hands of the oil engine enthusiasts. Up till now the policy of "going slow" with motor warships has been strictly observed by the British Admiralty. For some years Russia has had motor gunboats. Holland has put in hand numerous small coast defence battleships which are motor driven, and Italy is building five more destroyers.

"MOTOR WARSHIPS AT ONCE."

We have had projects galore, but they have not yet been translated into anything further than one or two experimental motor destroyers. At least one motor cruiser may now be expected as a feature of the next Naval Estimates, and not improbably a plunge will be made with a motor Dreadnought. The British Navy is the last force in the world to allow its efficiency to be curtailed by any civil commotion whatever. Plans for motor battleships exist. In the ordinary way it is improbable that there would have come along for at least another three years, and possibly five. To-day it is rumoured that they are being immediately considered. Recent events have totally destroyed the argument which has hitherto been most fatal against both oil-stoked steamers and motor warships. This argument was that we produced Welsh coal in our own islands, and were therefore certain of an ample supply, whereas we produce no kind of oil, and therefore have to import it. To-day this argument is perfectly invalid, since what has happened now, even more convincingly than at any time in the past, when even greater issues are involved.

It may be said that the Navy is now unanimously of opinion that coal as fuel must be dispensed with. A more or less exhausted Welsh colliery may be purchased by the Admiralty with a view to ensuring a regular supply of coal to existing warships, so long as they last, but it may be taken as settled beyond all civil or military doubt that the strike has killed King Coal as a motive power of future British warships. If the strike be prolonged there is every reason to believe that the merchant service will follow suit.

DECAY OF THE GOVERNMENT

In the course of an able article in the February fortnightly, entitled "The Turn of the Tide," the well-known writer who uses the pseudonym of "Curio" says—

"It is not easy to express the immense confidence and enthusiasm which Mr. Bonar Law's accession to power has generated in the minds of his followers. It has found the least open expression because these public men or publicists who supported one or other of the rival candidates for the office had not cared to express their appreciation of Mr. Law's inaugural moves lest they should be suspected of sycophancy or of turning to the rising sun. The motive is an honourable one, if it has been liable to misconception. As a matter of fact, the whole party is to-day perfectly satisfied that Mr. Law, under the most difficult and delicate of conditions, has made no mistake and no single false move, or as regards the internal position of the party or in his relations to the Ministerial Front Bench.

In Mr. Law Ministers have struck a man of grim and invincible determination, the guidance of whose external demeanour is only a mask for the forces which exist within; the longer, however, that Ministers prefer to believe the contrary, the better for the fortunes of the Unionist party."

Discussing the obvious decline in the prestige of the Cabinet, the writer continues:—

"The truth of the matter is that the country is getting a little bit tired of sensational legislation and violent language. Never much enamoured of the New-Unionist programme, it will answer no more to the system of the House of Commons unless the Tories are so incredibly stupid as to give it the impression that nothing but the Lloyd-Georgean method can give it the gradual amelioration it desires. Perhaps the events of last July have had something to do with this change of mood. A universal railway strike and the prospect of a war with Germany all in 48 hours were enough to damp the most ardent advocates of an exciting life. They were two sensational extras not provided by the management, and they have hardly glutted the public appetite. Underneath this unconscious lies that old inveterate distrust of Liberal foreign policy which only Palmerston could quell, and that at the price of quarrelling with his Chancellor of the Exchequer once a week. In this matter neither the official Liberal nor Unionist Press really represents the public mind, which has no confidence in Sir Edward Grey and his 'Mission House' methods. The nation has an instinctive feeling that a policy which leads to proposals for a limitation of armaments between the two countries one year and to the necessity for a strong 'hands off' speech the next is conceived in just that kind of spirit which gets you into war by mistake and then gets you beaten when you are in it."

LOSING WEIGHT BY THE POUND
"Under Weight" a condition of ill-health, shows your assimilative powers are decreasing.
WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND
Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.
OF ALL CHEMISTS
PRIORS: \$1.25 and \$2.25

Intimations.

THEATRE ROYAL.
MAURICE E. BANDMANN
PRESENT THE NEW
Bandmann Opera Co.

TO-NIGHT! TO-NIGHT!

George Edwards' Great Ad-Ad-Ad Theatre,
London, Success.

THE QUAKER GIRL.

TUESDAY, April 2nd,

Robert Courtall's Latest London
Success.

THE MOUSE.

Now Crowding the Shaftesbury Theatre,
London.

WEDNESDAY & THURSDAY, April
3rd & 4th.

The Great Opera Bouffe

THE CHOCOLATE SOLDIER.

SATURDAY, April 6th,

The New Charming Musical Comedy

THE KING'S BRIDE.

MONDAY & TUESDAY, April 8th & 9th,

For the first time in Hongkong.

The present Rage of London.

The Great Musical Play

THE COUNT OF LUXEMBOURG

From Daly's Theatre, London.

Plan Now Open at MOUTRIE'S.

Prices: \$3.50, \$2 & \$1.

Doors open at 8.30 P.M.

Commence at 9.15 P.M.

Hongkong, March 23, 1912.

HONGKONG

AMATEUR BOXING

CHAMPIONSHIPS

UNDER the auspices of the VICTORIA
RECREATION CLUB, at the Club
Gymnasium, on SATURDAY, APRIL
13th, 1912, at 8 o'clock P.M. Open to any
bona-fide Amateur in the Colony for the
following weights:—

BANTAM

FEATHER

WELTER

LIGHT

Every facility for training will be given to
intending Competitors at the V.R.C.

Entries to be sent to the Hon. Secretary,
Victoria Recreation Club, BEFORE

SATURDAY, APRIL 6th, 5 o'clock
P.M.

Hongkong, March 19, 1912.

354

THE PARIS TOILET COMPANY,
LIMITED.

(In Liquidation).

FOR SALE.

THE Business of HAIR-DESSERS
and BARBERS as a GOING CONCERN
including Stock-in-Trade, Furniture,
Fittings, Fixtures, Goodwill, &c.,
but excluding Book Debts.
Particulars can be had on application to
the Undersigned to whom all enquiries and
offers should be addressed.

J. HENNESSY-SETH,
Liquidator.

No. 5, Queen's Road Central.

Hongkong, March 27, 1912.

430

MARTIN'S

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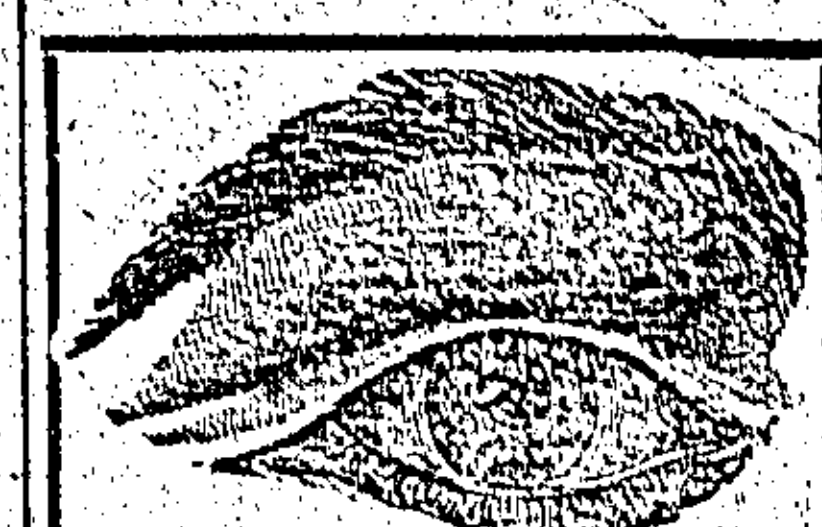
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Intimations.



DEFECTIVE EYESIGHT
NEEDS A SPECIALIST.

IS YOUR VISION CORRECT?

Do your eyes focus properly for all
distances? If you are not sure about
it consult a reliable optician or oculist
NOW. You will find it the wisest
thing to do—and the cheapest.

A thorough, professional training in
optics, years of successful experience
and thousands of pleased patrons, are
our guarantee to you of competent,
satisfactory service.

There

BY TELEGRAPH.

[Continued.]
THE COAL DISPUTE.
LABOURERS' SENSIBLE
ATTITUDE.(Reuter's Service to the China Mail.)
LONDON, March 30.

Mr. Walsh, Labour M.P. for Ince, addressing a meeting of miners at Wigan on March 27th, flung back the lie to those who had been accusing him of treachery to his comrades. He said the principle of a minimum wage had been conceded after a fight of fifty years, and it was the duty of the men to accept the Act. He would never agree with the doctrine of the syndicalists who wanted to break the law and to ruin everybody. It would be complete anarchy to defy the Government. Let the miners judge him as they liked, he would stand by his speech in the House of Commons. A vote of confidence in Mr. Walsh was carried, there being only two or three dissentients.

RESUMPTIONS.

Small batches of men resumed on several of the collieries yesterday, but the movement is not general. The Secretary of the Miners' Federation says he only intervened because the men were being wrongly advised; non-resumption would mean disaster.

THE FIRST BALLOTS.

The results of ballots were announced last night, and all were against a resumption. It is estimated that 2,200 men are working in Scotland, 2,000 in Warwickshire, 800 at Chirk, and 150 at Dudley. The ballots declared yesterday were those of small collieries near Manchester, Burnley, Darwen, in Staffordshire. The Lothian Miners Federation has resolved to recommend the men to remain out until the wages boards have settled the minimum question. The situation is complicated by the determination of the surface miners not to resume until their grievances have been settled.

"TOMMIES" AND STRIKERS.

The troops in occupation at the collieries are fraternising with the strikers. A football match was played between the soldiers and the strikers at Cannock. The soldiers subscribed £20 to the widow of a miner who was accidentally killed at Chirk by a fall of rock.

SOUTH WALES FAVOURS
RESUMPTION.

The ballot returns from South Wales show that up till now 20,000 men have voted, of which number 15,000 are in favour of immediate resumption. The coal-owners and miners of South Derby to-day decided to immediately form a joint district board under the Minimum Wage Act.

LATENT BALLOT FIGURES.

The figures in the miners' ballot so far are—
For resuming work ... 5,450
Against resuming work ... 7,176

THE AUSTRALIAN GIFT.

The New Wales donation will be devoted to the relief of the distress in the Potteries.

THE AMERICAN DISPUTE.

A telegram from Cleveland, Ohio, states that the United Mineworkers have ordered a strike of anthracite miners for April 1st.

A message from Cleveland states that the dispute in connection with the bituminous coal trade has been amicably settled, all the owners agreeing to increases of about five per cent.

RECORD HIGH JUMP.

(Reuter's Service to the China Mail.)
LONDON, March 31.
At the Stanford University, California, George Horine, clearing 6 ft. 4 in. in a running high jump, thus establishing a world's record.

AUSTRIAN POLITICS.

(Reuter's Service to the China Mail.)
LONDON, March 31.
After a long and protracted session the Austrian Reichsrath has passed a bill for the reorganisation of the Government. The bill provides for the election of a new Chancellor and for the reorganisation of the various ministries.

BY TELEGRAPH.

[Continued.]
FIGHTING THE TRUSTS.
STEAMSHIP COMBINATION
ATTACKED.(Reuter's Service to the China Mail.)
LONDON, April 1.

Reuter's agent in New York telegraphs that the United States Government has filed a suit of dissolution against certain steamship companies trading between New York and the Far East via the Suez Canal. These companies are charged with pooling their freight rates and granting rebates.

FRANCE AND MOROCCO.
TREATY OF PROTECTION
SIGNED.

(Reuter's Service to the China Mail.)
LONDON, April 1.
The *Matin's* correspondent at Fez says that the treaty establishing a French protectorate over Morocco was signed yesterday by the Sultan.

RUSSIAN DIPLOMATIC
CHANGES.

(Reuter's Service to the China Mail.)
LONDON, April 1.
Reuter's agent at St. Petersburg says that M. Bronenski, the Councillor of the Embassy in Tokyo, has been transferred to Berlin, and M. Shekine, Secretary of the Legation in Peking, replaces him in Tokyo.

COLLAPSE OF HUGE
TOWER.

(Reuter's Service to the China Mail.)
LONDON, April 1.
Reuter's correspondent in Berlin telegraphs that the great iron tower of the wireless station at Nauen, near Potsdam, has been blown down during a violent gale. The tower was 650 feet in height and had only recently been erected. It was regarded as one of the most remarkable feats of German engineering.

THE "SYNDICALIST"
PROSECUTION.

SENTENCE REDUCED.
(Reuter's Service to the China Mail.)
LONDON, April 1.

Benjamin and Charles Back, printers, who were recently sent to prison for six months with hard labour, on a charge of publishing in the *Syndicalist* newspaper an open letter endeavouring to persuade soldiers to mutiny by urging them not to fire on the strikers if ordered to do so, have had their sentences reduced to one month; and Guy Bowman, the journalist, who wrote the letter and was sentenced to nine months' hard, has been reduced to three months, without hard labour. Sir Rufus Isaacs, in a recent speech in the House of Commons, intimated that he was willing to consider a reduction of the sentences.

BRITISH FINANCE.
A YEAR'S REVENUE.

(Reuter's Service to the China Mail.)
LONDON, March 31.
The revenue for the year 1911-12 amounted to £185,000,286, a decrease of £18,700,302 compared with 1910-11. It shows a surplus of £3,495,286.

LATENT.

The revenue for the past year amounted to £185,000,286, an increase over the estimate of £5,492,286. The expenditure was £178,545,100, compared with an estimate of £181,390,000. The surplus thus is six and a half millions, which is larger than the most optimistic expectations anticipated, though the figures show a large decrease in revenue and an increase in expenditure compared with 1911. But it must be recollected that the figures for 1911 were abnormally swollen by the huge arrears from 1910. The revenue for 1912 was the largest recorded with the exception of 1911. The increase of revenues over the estimate is mainly due to receipts from the excise and decrease in expenditure due to the fact that there was less spent on supply and the services.

INTERNATIONAL TENNIS.

(Reuter's Service to the China Mail.)
LONDON, March 31.
The Lawn Tennis matches played on the courts at Dulwich between Lord Dunsany and the German player, who was defeated, were watched by a large number of spectators.

ANARCHIST ARRESTED.

(Reuter's Service to the China Mail.)
LONDON, March 31.
An anarchist named Sunny has been arrested at Birmingham after desperate resistance in connection with the recent strike at Chiswick.

BY TELEGRAPH.

[Continued.]
THE BOAT RACE.
BOTH BOATS SWAMPED.
To be Rowed Again.(Reuter's Service to the China Mail.)
LONDON, March 31.

The boat race between Oxford and Cambridge Universities took place to-day. A strong wind was blowing, and the water was very rough. The Cambridge boat swamped off Harrods, and abandoned the race. Several of the crew swam ashore. The Oxford boat became waterlogged off Chiswick Eyot, but the crew landed and emptied the boat and finished the course in 28 min. 35 secs. The race, however, was officially declared void.

The Cambridge crew were first away, pulling at 38 strokes to the minute, but Oxford, pulling the slower stroke of 36, drew level at Duke's Head, Oxford led by a quarter of a length at Beverley Brook, and by nearly a length at Craven Steps, pulling 28 against 31. Oxford led by four lengths at the Crabtree, and in the wind swept river, rough with waves, Cambridge went to pieces. The Oxford crew were troubled, but increased their lead at Hammersmith Bridge, the boat shipping water all the time.

In the meantime, the Cambridge boat swamped off Harrods and sank, but the crew were rescued from the impious boat.

The Oxford crew stuck to their work, hugging the Middlesex shore closely, apparently in complete ignorance of the fate of their opponents. The boat was continually in difficulties, but the worst weather was struck off Chiswick Eyot where cries were heard from the banks that the boat was sinking. The crew then got ashore, tilted and emptied the boat, and resumed. On reaching Mortlake, the umpire declared the race void, owing to Oxford receiving assistance from the spectators in emptying the boat. It has been officially decided that the race will be rowed again on Monday.

[Note.—This is the first occasion in the history of the great Race in which the event has been declared void. In 1850 the Cambridge boat sank, but victory went to Oxford whose time was 24 min. 40 secs., while in 1872 the Race was rowed in a snowstorm and won by two lengths by Cambridge. In 1898 Oxford won by 25 lengths, the race being then rowed in a terrible gale. So far Oxford have 37 wins and Cambridge 30; there was a dead heat in 1887.—Ed. C.M.]

CHINA'S NEW
CABINET.

PROGRESSIVE, BUT NOT TOO
STRONG.

(Reuter's Service to the China Mail.)
LONDON, March 31.
Reuter's Peking correspondent wires that the Cabinet have been formed. It includes: Premier and Acting Minister for Communications, Tang Shao-yi; Foreign Minister, Lu Cheng-hsiang, formerly the Minister at St. Petersburg; Minister for the Interior, Chao Peng-chun; Minister for Finance, Hsueh Hai-ling; and Minister for War General Tuan Chi-jui.

The Cabinet is considered to be a decidedly progressive one, but not particularly strong, and one which will be more popular in the South than in the North, but probably the best available, owing to the refusal of the ablest men in the Empire to participate.

SEVERE VERNACULAR
CRITICISM.

Reuter's agent in Peking wires that the Chinese papers criticise the new Cabinet very severely on the ground that several of the Ministers are inexperienced politically and are unable to inspire the confidence of the people.

FRENCH MINERS.

AN EIGHT HOURS ACT.

(Reuter's Service to the China Mail.)
LONDON, March 31.
The French Chamber of Deputies has passed by 355 votes to 59 a Miners Eight Hours Bill.

THE O'HANTILLY
AFFAIR.

(Reuter's Service to the China Mail.)
LONDON, March 31.
An O'Hantilly named Sunny has been arrested at Birmingham after desperate resistance in connection with the recent strike at Chiswick.

BY TELEGRAPH.

[Continued.]
INTERNATIONAL
ATHLETICS.(Reuter's Service to the China Mail.)
LONDON, March 31.

In the international cross-country championship, Bodin, a Frenchman, who won the event last year, was first, Scott, of England, second, and Hibbin, of England, third. England won the team championship by 41 points. The other places were Scotland, 88; Ireland, 110; France, 123; and Wales, 148.

THE FOOTBALL CUP.

SEMI-FINALS NOT DRAWN.
(Reuter's Service to the China Mail.)
LONDON, March 31.

In the English Cup semi-finals, Blackburn drew with Bromwich at Liverpool, neither side scoring; while, Swindon also played a pointless draw with Barnsley at Chelms.

BRITISH STEAMER
WRECKED.

(Reuter's Service to the China Mail.)
LONDON, March 31.
The British steamer *Foxley*, bound from Liqueur to Rio Janeiro, has been wrecked northward of Cape Pillar, and 37 of the crew are missing. [Note.—The *Foxley* was built in 1906 by the Northumberland Shipbuilding Co., Ltd., for the Reliance Shipbuilding Co., whose managers are Messrs. Heulder, Middleton and Co. She was a steel screw steamer of 4,274 tons gross.—Ed. C.M.]

UNSETTLED MEXICO.

FIGHTING STILL CONTINUES.

(Reuter's Service to the China Mail.)
LONDON, March 31.
Mexico continues to be much disturbed, and so-called battles between the Federalists and the Revolutionists are frequent, with varying results.

The American Ambassador in Mexico is arranging to arm all the Americans in Mexico City, to enable them to protect themselves in case of emergency.

DISMISSED FROM NAVY.

(Reuter's Service to the China Mail.)
LONDON, March 30.
Proceedings in the case of the seaman (a naturalised Englishman born in Germany) who was arrested on board H.M.S. *Foxhound* while at Christiania and charged with espionage, have been abandoned, but he has been dismissed from the Navy.

REVIEW.

Mollie the Bandit, by FLORENCE WARDEN. London, Bell's Colonial Library.
There is nothing mysterious or uncanny about this story. Mollie Marden, the heroine, is what her creator describes her, "a hand!" and her adventures before settling down make most amusing reading. She is an heiress to £3,000 a year, but she cannot obtain unfettered possession of the money till she is thirty, while if she marries before then without the joint consent of her two guardians, she forfeits everything. "One guardian is a fossilised Professor of Biology, the other a man-about-town. The Professor has a son-in-law for the career of a missionary and he thinks Mollie and her fortune may as well be bestowed on his Samuel. The other guardian, never having seen Mollie, and believing that she is an impossible creature as the Professor or any member of his family, is quite agreeable to fall in with the old man's scheme. But when Mollie makes an unexpected debut upon her guardians they discover that she is a very charming and up-to-date creature, and all their plans have to be revised. In the process much fun results, and both guardians have the time of lives at the hands of the spirited creature. It all turns out right in the end, though Mollie certainly contrives to bring about some extraordinary situations in the process.

ITEMS AT THE COURTS.

For stealing a beam, he was fined £7.50 from the Talkin' Sugar Refinery, a native was to-day sent to goal for three months and ordered to be whipped in the stocks for larceny.

An Indian, charged with being the author of a riot at the Talkin' Sugar Refinery, was to-day sentenced to three months' imprisonment and ordered to be whipped in the stocks for larceny.

BY TELEGRAPH.

[Continued.]
Dispense Your
Prescriptions.(Reuter's Service to the China Mail.)
LONDON, March 31.

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PHARMACEUTICAL
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who gives his personal attention to every Prescription received.

Price

Our Dispensing Charges are lower than any other European Dispensary in Hongkong.

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Special attention is given to the quick despatch of medicines. Our Messengers deliver Free in the Peak District and Kowloon several times daily.

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CHEMIST.

31, Queen's Road Central,
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Lane, Crawford
& Co.

ARE NOW SHOWING

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DESIGNS
IN
CRETONNESSUITABLE FOR
LOOSE COVERS
AND
CURTAINS,WHICH HAVE BEEN
SPECIALLY
PRODUCED
FOR THEM.SEND FOR
PATTERN BOOKLANE, CRAWFORD
& CO.

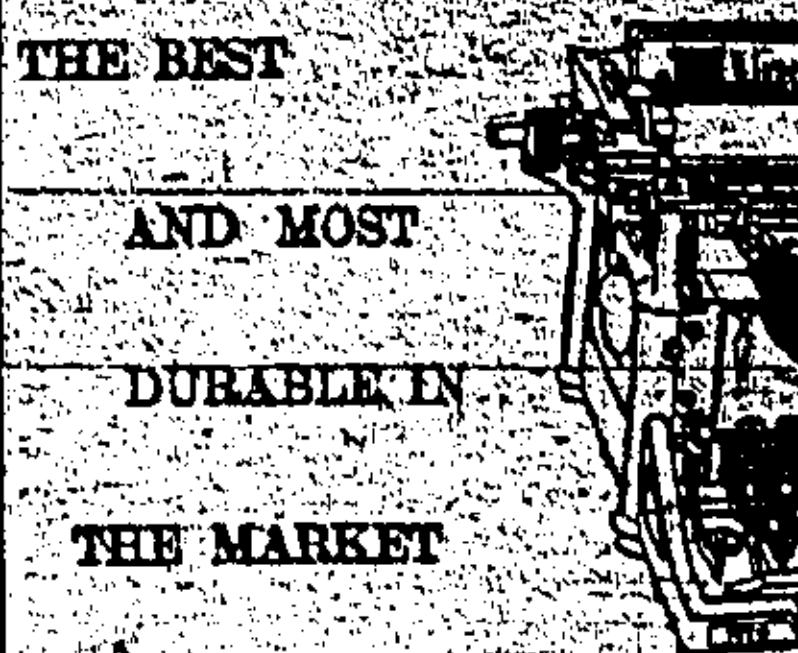
HONGKONG NEW TO

[Continued.]
NATAL LINE OF STEAMERS.(Reuter's Service to the China Mail.)
LONDON, March 31.

Shipping Company, through Billerica, to South Africa, with transshipment at CALCUTTA, and on to India. Proposed sailing from Hongkong.

UNDERWOOD TYPEWRITER.

THE BEST
AND MOST
DURABLE IN
THE MARKET



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FULL REPORTS.

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This Whisky is the oldest and finest made in Scotland. Its foundation is pure, and its character is delicious and refreshing. It is a claim to "THE WHISKY" of excellence.

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Shipping

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.WILL dispatch VESSELS to the Undermentioned PORTS on or about the
DATES named:-

DESTINATION	STEAMERS	TO SAIL	REMARKS
LONDON & ANTWERP	NUBIA	10 a.m.	Freight and Passengers
SHANGHAI, KOBE, YOKOHAMA	ASSAYE	11th Apr.	Freight and Passengers
LONDON, via Suez Canal	DELTA	11th Apr.	Freight and Passengers

P. & O. N. Co.'s Office.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG, ST. JOHN, N.B., AND
QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
1912	1912
EMPERESS OF INDIA SAT. 20. APR.	EMPERESS OF IRELAND Fri. 17. May
EMPERESS OF JAPAN SAT. 27. APR.	EMPERESS OF IRELAND Fri. 24. May
EMPERESS OF JAPAN SAT. 27. APR.	EMPERESS OF IRELAND Fri. 24. May
EMPERESS OF JAPAN SAT. 27. APR.	EMPERESS OF IRELAND Fri. 24. May

Steamships leave HONGKONG at 6 p.m.

FROM LIVERPOOL	ARRIVE HONGKONG.
To QUEBEC and ST. JOHN, RAIL TO VANCOUVER.	FROM YOKOHAMA VIA KOBE, NAGASAKI AND SHANGHAI.
EMPERESS OF IRELAND Fri. 1. Dec.	EMPERESS OF INDIA Thurs. 4. Jan.
EMPERESS OF IRELAND Fri. 29. Dec.	EMPERESS OF JAPAN Thurs. 1. Feb.
EMPERESS OF BRITAIN Fri. 26. Jan.	EMPERESS OF INDIA Thurs. 28. Mar.
EMPERESS OF BRITAIN Fri. 26. Feb.	EMPERESS OF INDIA Thurs. 28. Mar.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at St. John or Quebec with the Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH TICKETS (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services of China and Japan Government. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R. W. S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Saloon in Intermediate Steamer "Monteagle" and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port 243.

Via New York 245.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHAPMAN, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

NIPPONYUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION

DESTINATION	STEAMERS	SAILING DATE
MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	KAGA MARU, Capt. G. Tabata, Tons 7000	WEDNESDAY, 10th Apr., at Daylight.
VICTORIA, B.C. & SEATLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, Tons 2000	WEDNESDAY, 24th Apr., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE, BOMBAY, via SINGAPORE, COLOMBO	SANUKI MARU, Capt. S. Ishikawa, Tons 7000	TUESDAY, 9th Apr., at Noon.
NAGASAKI, KOBE AND YOKOHAMA	AWA MARU, Capt. T. Inazawa, Tons 7000	TUESDAY, 23rd Apr., at Noon.

YAWATA MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 12th Apr., at Noon.
YAWATA MARU, Capt. Sekine, Tons 5000	FRIDAY, 10th May, at Noon.
COLOMBO MARU, Capt. J. Teranaka, Tons 5000	WEDNESDAY, 3rd Apr., at Noon.
YAWATA MARU, Capt. Sekine, Tons 5000	WEDNESDAY, 10th Apr., at Noon.
HAKATA MARU, Capt. Y. Nomura, Tons 6000	WEDNESDAY, 10th Apr., at Noon.
MIYASAKI MARU, Capt. M. Mura, Tons 9000	THURSDAY, 11th Apr., at 11 a.m.
KAGESHIMA MARU, Capt. W. Wade, Tons 5000	SATURDAY, 13th Apr., at Noon.
TENSHIN MARU, Capt. T. Hori, Tons 4000	SUNDAY, 14th Apr., at Noon.

Fitted with new system of wireless telegraphy.

Cargo only

NEW LINE OF STEAMERS
BETWEEN
KOBE & CALCUTTA.Regular fortnightly service from KOBE to CALCUTTA calling at
HONGKONG, SINGAPORE, PENANG & RANGOON.

next Steamer from Hongkong:-

MIKE MARU, Tons 4,000, Capt. K. Kikawa, on April 12th.

1912 PASSENGER SEASON 1912

FOR EUROPE

Steamer	Tons	Captain	From Hongkong
KAGA MARU	7000	M. Tabata	April 10th
ATSUTA MARU	9000	Wm. Thompson	April 24th
HITACHI MARU	7000	T. Yamawaki	May 8th
MIYASAKI MARU	9000	T. Mura	May 22nd
KITANO MARU	9000	E. E. Cope	June 5th

FOR SEATTLE

Steamer	Tons	Captain	From Hongkong
RENNET MARU	7000	Indiv. v.	April 26th
YAGI MARU	9000	T. Inazawa	April 26th
YOKOHAMA MARU	7000	K. Asakawa	May 12th

For further information as to Freight, Sailings, etc., apply to

T. KUSUMOTO, Manager.

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A Holiday WHY NOT
at Home, and a way to get there that's a holiday.

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York.

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Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestras. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

Steamers:

Korea	18,000 Tons	Starting April 2nd, at 1 p.m.
Siberia	18,000	April 16th, at 1 p.m.
China	10,200	Apr. 23rd, at 1 p.m.
Manchuria	27,000	Apr. 30th, at 1 p.m.
Nile	11,600	May 14th, at 1 p.m.
Mongolia	27,000	May 21st, at 1 p.m.
Persia	9,000	June 11th, at 1 p.m.
Korea	18,000	June 18th, at 1 p.m.

* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU.

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Telephone No. 141.

Fred J. Halton, Agent.

TOYO KISEN KAISHA,
IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU & TENYO MARU.

Speed 21 KNOTS. Displacement 21,000 TONS.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER.

Speed 18 KNOTS. Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

BUYO MARU, HONGKONG MARU & KIYO MARU.
Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

Steamer	Captain	Date of Sailing
Shinyo Maru	H. S. SMITH	Tuesday, 9th Apr., at Noon.
Chiyo Maru	W. W. GREENE	TUESDAY, 7th MAY, at Noon.
NIPPON MARU	A. G. STEVENSON	TUESDAY, 28th MAY, at Noon.
TENYO MARU	E. BERT	TUESDAY, 4th JUNE, at Noon.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

Steamer	Tons	Date of Sailing
Buyo Maru	11,500	Tuesday, 9th April, at Noon.
HONGKONG MARU	11,000	FRIDAY, 7th JUNE, at Noon.
KIYO MARU	17,000	TUESDAY, 8th AUGUST, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to

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HAMBURG-AMERIKA LINIE.
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft "HANSA."REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
via STRAITS AND COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North American and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH and SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Havre & Hamburg
S.S. O. FERD. LAEISZ, 6th April	S.S. BELGRAVIE, 11th April
S.S. SITHONIA, 20th April	For Marseilles, Havre & Hamburg
S.S. ELAVONIA, 30th April	S.S. SACHSEN, 29th April
	For Rotterdam, Hamburg & Antwerp
	S.S. O. J. D. ABERS, 6th May
	For Havre, Bremen & Hamburg
	S.S. O. FERD. LAEISZ, 10th May
	For Rotterdam, Hamburg & Antwerp
	S.S. ARGANIA, 31st May

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hong Kong Office.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION)

For	Steamers	To SAIL
SHANGHAI	HANGSANG	WED. DAY, Apr. 3, at Noon.
SHANGHAI	KWONGSANG	FRIDAY, Apr. 5, at Noon.
MANILA	YUENSANG	SATURDAY, Apr. 6, at 2 p.m.
SHANGHAI, KOBE AND MOJI	LAISANG	TUESDAY, Apr. 9, at 3 p.m.
MANILA	LOONGSANG	SATURDAY, Apr. 13, at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 34 days).

THE steamers Kunging, Namung and Fooking leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifu, Tientsin, via Chinwangtao.

Taking Cargo on through Bills of Lading to Kuchai, Lahad Dato, Singapore, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to

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JARDINE, MATHESON & Co., Ltd.

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. MUTTRA, 4844 tons, Captain J. R. O'Sullivan, due at Hongkong from Rangoon on 30th March, Daylight, will be despatched for YOKOHAMA & KOBE on the 2nd April, at Noon, taking cargo and passengers at current rates. To be followed by S.S. PULITALA 4182 Tons, Captain H. CHURLEY.

WESTWARD

The S.S. WARDHA, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 11th April, at Noon; followed by the S.S. MUTTRA on 21st April, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Telephone No. 215.

Hongkong, February 9, 1912.

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

For	Steamers	Date of Departure
LONDON & ANTWERP	* DEN OF GLAMIS	2nd April
LONDON, ROTTERDAM & ANTWERP	* FLINTSHIRE	10th May

Most steamers have excellent accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

* Does not carry passengers.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, February 15, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOI, WEIHAIWEI & TIENTSIN	HUICHOW	Apr. 2, at 4 p.m.
MANILA, CEBU & ILOILO	KALONG	Apr. 2, at 4 p.m.
SHANGHAI	CHENAN	Apr. 4, at 4 p.m.
HAIPHONG	SUNGKIANG	Apr. 6, at 10 a.m.
SHANGHAI	LIANG	Apr. 6, Midnight
MANILA, CEBU & ILOILO	TAMING	Apr. 9, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers "Tea" & "Taming". Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kailong" is situated on deck, aft.

SHANGHAI LINE. EAST SCHEDULE. TWIN SCREW STEAMERS (S.S. "Anhui", "Chenai", "Lian", "Chinai") with excellent passenger accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	Tons	To SAIL
MANILA, NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	PRINCESS ALICE, Capt. P. Gruch	(20,300)	TUESDAY, 2nd Apr., at Noon.
SHANGHAI, TIENTSIN, KOBE & YOKOHAMA	KLEIST, Capt. L. Mass	(12,000)	THURSDAY, 4th April
MANILA, ANGUAR, YAP, PRINZ WALDEMAR, NEWQUINE, BRISBANE, SYDNEY & MELBOURNE	PRINZ WALDEMAR, Capt. H. Bremer	(6,100)	SATURDAY, 20th Apr. 9 a.m.
KOBE and YOKOHAMA	PRINZ WALDEMAR, Capt. H. Bremer	(6,100)	THURSDAY, 2nd April
KUDAT and SANDAKAN	BORNEO, Capt. J. Semhill		Monday, 1st April

All the steamers of the Imperial Line are fitted with Wireless Telegraphy, and System of Teletypes.

For further Particulars apply to

Norddeutscher Lloyd.

General Agents, Hongkong.

Shipping

FOR SINGAPORE, PENANG AND RANGOON.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "INDRANIL" Captain J. W. AVANCE, will be despatched for the above ports on TUESDAY, the 2nd April, at 2 p.m.

For Freight or Passage, apply to

DAVID HARRISON & Co., Ltd.

Agents.

Hongkong, March 28, 1912.

INDRA LUNE, LIMITED.

FOR NEW YORK

(With Liberty to proceed via The Cape of Good Hope)

THE Steamship "INDRAMA" Captain N. F. PIERCE, will be despatched as above on or about 3rd April.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, March 8, 1912.

THE AMERICAN & MANCHURIAN LINE.

FOR BOSTON & NEW YORK

(With Liberty to proceed via The Cape of Good Hope)

THE Steamship "KALOMO" Captain KRAMER, will be despatched for the above ports on THURSDAY, the 11th April.

For Freight etc., apply to

THE BANK LINE, LTD.

General Agents.

Hongkong, March 4, 1912.

NOTICES TO CONSIGNEES

BEN LINE OF STEAMERS

NOTICE TO CONSIGNEES

STEAMSHIP RENTON

FROM MIDDELSBORO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the basins and/or extra basins of Godown of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence (and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th April will be subject to sale.

All Claims against the steamer must be presented to the Underwriter on or before the 15th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th April, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, March 30, 1912.

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TOYO KISEN KAISHA

NOTICE TO CONSIGNEES

FROM SOUTH AMERICAN PORTS, via HONOLULU & JAPAN PORTS.

THE Steamship "BUYO MARU" The above-named Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo remaining undelivered on March 29th, at 11 a.m. will be landed at Consignee's risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on April 2nd, afternoon, will be subject to rent and landing charges.

All chafed

